Transit Commissioner, who had recently acquired the property, sold it to the city through an agent, but Hurley's name did not appear in the transaction at the time. He explained the concealment of his identity by declaring that he wanted the case dealt with on its merits and was afraid that if. Comptroller Metz had known he was the owner the Comptroller would have made the purchase through condemnation instead of direct sale. Hurley paid \$2,750 an acre for the property. He sold it to the city for \$4,746.19 an acre.

The investigation also brought to light a lcan in the fall of 1907 of \$10,000 made by Hurley to Bird S. Coler and a loan of \$5,000 to Hurley in August, 1908, by Arthur J. O'Keeffe, the former Deputy Police Commissioner.

missioner.
The examination, which was conducted by Commissioners of Accounts Mitchel and Gallaher in the presence of Comptroller Metz, was begun about three weeks ago. The witnesses examined were Borough Presence of Comptroller Metz, was begun about three weeks ago. dent Coler, Police Commissioner Bingham. Ident Coler, Police Commissioner Bingham, former Deputy Commissioner Arthur J. O'Keeffe, Deputy Fire Commissioner Charles Wise, William S. Hurloy, Thomas F. Byrnes, the appraiser; Dr. E. Pender Porter, W. C. Coles, George A. Logan, Cord Meyer, Jr., J. D. Klemeyer and Samuel Stevenson.

The evidence showed that George A. Logan and Cord Meyer, Jr., took an option on twenty-two and one-eighth acres of land near the Kissena Park tract and tried to sell it to the city at \$5,000 an acre through

it to the city at \$5,000 an acre through Byrnes for park purposes. O'Keeffe and Byrnes were then looking for a site for the byrnes were then looking for a site for the police farm. Logan was unable to put the deal through, and Hurley, through his agent, Dr. E. P. Porter, who is described as a dummy, began negotiations with Byrnes to sell the tract to the city for the police farm. Hurley at that time did not own it, but Porter bought it from Logan for Hurley for sell the tract to the city for the police farm. Hurley at that time did not own it, but Porter bought it from Logan for Hurley for \$2,750 an acre. Byrnes had already reported to the Finance Department that the tract was worth \$4,746 an acre, and it was upon this appraisal that Hurley, through Dr. Porter, soon disposed of it to the city for \$105,000. The evidence indicates that it was upon Byrnes's statement that the city would not take the property that Logan sold it to Hurley for \$2,750 an acre. Hurley told Logan, however, that he, Hurleys might be able to sell the tract to the city. The various steps of the transaction took place in the late summer and fall of 1906.

The Bureau of Municipal Research reported to Comptroller Metz in June, 1907, that the city had paid too much for the property and the Comptroller joined the bureau in requesting the Commissioners of Accounts to subposna witnesses. The bureau gave out yesterday a statement

bureau gave out yesterday a statement

The Bureau of Municipal Research is not interested in whether or not Mr. Byrnes profited financially from this transaction. It does believe it of the utmost importance to make clear to all taxpayers that Mr. Byrnes made an unnecessarily high appraisal of this property; that as a city official he entered into negotiations with a man who had not yet bought the property, while refusing to deal directly with a man who was trying desperately to sell it and who during negotiations did sell the property at \$55,000, and that Mr. either guilty of conspiracy to defraud the city or was innocent of an inflation of values so flagrant that his innocence proved him grossly unfit to protect the city in purchasing

Thomas F. Byrnes, the suspended ap-

Thomas F. Byrnes, the suspended appraises, was one of the seven Brooklyn district leaders who deserted to Tammany and Coler from McCarren before the spring primaries. William E. Melody was removed from his office as Deputy Collector of Assessments and Arrears by the Comptroller for his part in this desertion, but Byrnes kept his place.

The testimony taken by the Commissioners of Accounts also uncovered the fact that in August, 1908, while O'Keeffe was considering the farm site, he lent Hurley \$5,000 and took Hurley's note. Hurley testified that he had borrowed the money because he had lost heavily in making good defective work on sewer contracts, by backing, through the Borough Bank of which he was vice-president, H. A. Rutan & Co., contractors, to the extent of \$20,000. O'Keeffe, as Superintendent of Sewers in Brooklyn, had approved the work, but the finance department held up the bills on the ground that the work was not up to specifinance department held up the bills on the ground that the work was not up to specifications, and the reconstruction of the work was ordered. Hurley, to protect the bank in its loan to Rutan, he says, took over the contracts, and through a representative, M. C. Madsen, reconstructed the sewers.

"I lost on that proposition some \$22,000," said Mr. Hurley, and I had \$15,000 or \$16,000 more in the plan that was recessary, to do

more in the plan that was necessary to do the work, and when I got to this time (August 31, 1906) I could not put up any more money without embarrassment, and I sent for Mr. O'Keeffe and told him. and I sent for Mr. O'keefie and told him.

'You have got to come in and help. You ought not to have passed those bills at all.

Now Madsen will pay you back, and if he don't, I will.' Madsen had not paid O'Keefie when Mr. Hurley testified, but O'Keefe, on threatening to sue, received \$1,000 from Hurley on account, in May 1908. Mr. Hurley testified that the loan from O'Keefie had no connection with the police training farm transaction.

course of Mr. Hurley's explanation of his losses on the Brooklyn sewer it was brought out that Mr. Hurley had lent President Coler \$10,000 in the fall of 1907. Mr. Hurley testified that he had had difficulty in getting payment from the borough officials. After he had completed the contracts taken over from Rutan & Co. he had had "a troublesome time" in securing final payment on the Knickerbocker sewer. a contract involving more than \$100,000. He protested repeatedly to Mr. Coler personally over the delay in payment. He

"It embarrassed me. I was operating largely in real estate and the payments were becoming due and it hurt me some."

Work was completed on the Knickerbocker Work was completed on the Knickerbocker avenue sewer on August 26, 1907. On October 7 President Coler forwarded for payment on this contract to M. C. Madsen, Hurley's representative, a voucher for \$24,168.55, being the last percentage payment of money earned, and \$21,787.89 of the retained percentages. A flat sum of \$10,000 of the retained percentages due the contractor on the final acceptance of the sewer was held back pending the settlement of tractor on the final acceptance of the sewer was held back pending the settlement of differences between the contractor and the officials over certain allowances and the actual amount of work that had been done. On November 12 a voucher for the retained \$10,000 was forwarded for payment by the Borough President's office, with an additional allowance of \$1,191.25, making the final payment \$11.191.25.

final payment \$11,191.25.

During the time the settlement of the final payment in the Knickerbocker avenue final payment in the Knickerbocker avenue sewer contract was under discussion and on or before October 15, 1907, immediately prior to the Borough Bank passing into receivership, President Coler borrowed from William S. Hurley \$10,000 on collateral in the form of trust notes issued by the Kings County Trust Company. These notes Mr. Coler testified had been issued by the Kings County Trust Company "against a note of about \$200,000 or \$300,000 of stock that my firm (W. N. Coler & Co.) had sold to the Michigan United Railway people."

A month before obtaining his loan from Mr. Hurley Mr. Coler had tried to get a loan of \$25,000 from the Borough Bank, but had

Hurley rebuked Mr. Metz for turning on an old friend, as he called it.

"You are no friend of mine, Bill," the Comptroller retorted. "If you are you wouldn't have got me into this mess. When you tried to sell this land to the city why didn't you come to me about it and I would have had the matter put through properly by condemnation proceedings."

"That's just the reason why I didn't go to you about it," was Hurley's answer.

The Commissioners of Accounts will continue the investigation when Mr. Metz returns from Denver.

GOOD ROADS CONVENTION. First of the American Automobile Asso-

ciation-Twenty States Represented. BUFFALO, July 6 .- This first good roads convention of the American Automobile

Association is going to be more than its nost optimistic booster expected. Its importance has grown to an international affair. Arthur Bles of Paris, the first foreign delegate to arrive to-day, said he in-

eign delegate to arrive to-day, said he intends to start a good roads convention in France as soon as he returns.

President Hotchkiss admitted that he was surprised, but agreeably, by the way delegates and visitors are beginning to pour in. Every train brings some and all the roads seem to lead automobiles to Buffalo. The term is alive with specting motor cars. seem to lead automobiles to Buffalo. The town is alive with snorting motor cars dressed in little blue flags, the official insignia of the convention, and they began coming so thick about convention head-quarters this morning that the traffic squad had to be called out to give other people a chance to do business.

State Highway Commissioners and engineers began to arrive to-day in equal numbers with the sutomobile men. This is a good roads convention and the National Grange, with its membership of 1,000,000

Grange, with its membership of 1,000,000 farmers who are calling on Congress for good roads with their vote, is perhaps the strongest ally of the A. A. A. in this move-

Two things this convention proposes to do. It wants to bind the American Auto-mobile Association and the National Grange

mobile Association and the National Grange with the strongest tie it can make, and then it wants to pound for a Federal automobile law. That will be taken up at to-morrow's legislative session in charge of Charles Terry of New York, chairman of the A. A. A. legislative board. Then the whole convention goes over to good roads.

Things will come to order to-morrow morning, with President William H. Hotch-kiss in the chair. Mayor Adam will make an address of welcome and then the routine will be worked off before the real business is tackled. Speeches and orations on good roads are the order until to-morrow afternoon, when the practical roadmaking demnoon, when the practical roadmaking dem-

nstration comes off. onstration comes off.

On the roads of Erie county, within a radius of fifteen miles of Buffalo, \$500,000 worth of good roads work is being done. About seven miles of road is being treated with as many different preparations for preservation and dust laying. All the road-making machines ever heard of have been rushed to Erie county to fix up the highways for the benefit of the good roads delegates.

A caravan of 300 automobiles will start out to-morrow afternoon and circle around the wonderful eight. Dirt road is being turned to macadam and macadam is being paved with brick. Cold as and macadam is being treated with calcium chloride.

To-night more than twenty States have been registered by their delegates.

BROKERS CLERK ACCUSED. Arrest of Former Employee of Ennis &

Stoppani on Customer's Complaint. Edward P. Roll, who up to a month ago was assistant manager of the brokerage firm of Ennis & Stoppani, 2 Broad street, was arrested last night at his home, 148 Eighty-eighth street, Bay Ridge, charged Eighty-eighth street, Bay Ridge, charged specifically with the larceny of \$750 and locked up at Police Headquarters in Manhattan. Detectives Fitzsimmons and Flood of the District Attorney's office, who made the arrest on a warrant issued by Magistrate House in the Tombs police court, said that other charges will be made against Roll and that the amount involved is much larger.

Roll and that the amount involved is indeal larger.

Roll, who is 38 years old and says he is a broker, was taken into custody on the complaint of Robert L. Higby of 107 West Forty-eighth street. Higby was a customer of Ennis & Stoppani. On April 20 he gave Roll \$750 to be put to his credit. Roll admitted to the detectives last night that he had failed to put the amount to Highy's credit. Instead he gave it to a

that he had failed to put the amount to Higby's credit. Instead he gave it to a man on the floor of the Consolidated Exchange, he wid, and didn't know what had become of it.

Roll was discharged by Ennis & Stoppani a month ago, but it wasn't until he had gone that the firm learned of his alleged speculation with a customer's money. Since his discharge he has been selling tea and coffee in Bay Ridge and built up a good trade in the month. He occupies a fine house with his wife and seemed to live well.

NEWBURGH AFTER SPEEDERS. Aldermen Put a Ten Mile Limit On for the

First Time and Buy Motor Cycles. NEWBURGH, N. Y., July 6 .- The automobilists who come from New York and Tuxedo Park will have to be careful when going through the streets of this city here-after. The State roads that serve as the routes for the cars that make Newburgh a sort of a terminal station are used largely sort of a terminal station are used largely because they are so smooth and generally are in fine condition. They give the drivers who want speedways all along the route a zest for fast going and the habit thus acquired seemingly remains with them when they reach this city, as they go through the streets at a clip that has aroused a feeling against them.

The Board of Aldermen has authorized the purphase of motor cycles and the

The Board of Aldermen has authorized the purchase of motor cycles and the designating of special officers to watch the high speeders. The Board of Aldermen has also placed signs at the city limits limiting speed to ten miles an hour.

The rules are of recent origin and no arrests have yet been made. It is proposed to give automobilists a fair chance.

BETTING CASES TO GRAND JURY. Acting District Attorney Will Discuss Them With the Brooklyn Body.

In charging the July Grand Jury in

is to be covered ten times, making the total race distance 478.1 miles. The race is an open one, each manufacturer being allowed to enter a maximum of three cars. The entry fee for one car was \$1,000, for two cars \$1,800 and for three \$2,400, the entries closing on February 15 at regular fees, with entries accepted at double fees up to June 1. All of the entries were made at regular fees except the Porthos to be driven by Gaubert and the three More

The conditions required for the cars were that each machine must weigh at least 1,100 kilograms, 2,424 pounds, without gasolene, water, tools or spare tires or parts and that four cylinder engines must not have the bore of each cylinder greater than 155 millimetres or 6.1 inches, the bore limit for six cylinder engines being fixed at 127 millimetres, or 4.99 inches. The rules gave the bore limits for one, two, three and eight cylinders, in addition to those for four and six cylinders, but all of the cars entered have four cylinder engines with the exception of the British Austin and the French Porthos machines.

agent of oxydation except atmospheric air Each car must carry a driver and a mechanic, seated side by side, of a minimum average weight of 60 kilograms, or 134 pounds, each In case this average weight is not reached the deficiency must be made up by ballast. All cars must have a motor driven reverse and a horizontal exhaust directed toward the back part of the car, with its end raised sufficiently to prevent raising any dust. No car is permitted to have an outside width of more than meter, 75 centimeters, or 68,89 inches.

In assigning the colors for the competing cars, to be painted according to the nations they represent, the Automobile Club of France played a joke on the British, for green is the color for the Weigels and Austins. Germany's Benz, Mercedes and Opel cars are to be white, America's Thomas is white and red Italy's Fiat and Itala entries are red, Belgium's Germains are yellow and the French entries are to blue. Removable or dismountable rims are permitted, but the com-petitors are forbidden to change wheels, which last regulation is declared to be the reason why S. F. Edge did not enter a Næpier team to carry Great Britain's colors. No one but the driver and mechanic is allowed to do any repairs on the cars. The drawing for positions in starting was

recently held at the clubhouse of the Automobile Club of France in Paris, and the Germain team, which had been the first one entered, drew last position at the start. One of the British Austins will start first, followed by one of the Mercedes racers one minute later, the others starting in the following by one of the Mercedes racers one minute later, the others starting in the following order: Motobloc, Renault, Lorraine-Dietrich, Benz, Flat, Brasier, Porthos, Opel, Bay-ard-Clement, Itala, Weigel, Mors, Thomas, Panhard and Germain. As there is but one Thomas entered a Panhard will follow the Mors in the second and third series. It had been expected that a team of Rochet-Schneider racers would be entered at double fees, but the firm decided to start of the face. The Mors has the shortest wheelbase, 103 inches, while the Motobloc, Opel and Panhard have but an inch longer wheelbase. The French Porthos, one of the six cylinder cars, that the longest wheelbase, with 125 inches, though the other six cylinder car, the Austin from England, has but 107 inches wheelbase. The shaft driven cars are the Austin, Bayard-Clement, Itala, Porthos, Renault and Weigel. The chain driven cars are the Benz, Brasier, Flat, Germain, Lorraine-Dietrich, Morcedes, Motobloc, Opel, Panhard, Thomas and Mors. The horse-power ratings are very intresting in view of the limited bore and range from 80 horse-power for the Thomas to 123 horse-power for the Thomas which has 154 millimeter bore for its four cylinder engine.

The full list of cars, with their drivers and the countries from which they are entered, in the order which the formal entries were made, is as follows: 1, Germain, Degrais, Belgium; 2, Germany; 5, Benz, Henrict, Germany; 6, Benz, Erle, Germany; 7, Flat, Wagner, Italy; 10, Panhard, Heath, France; 11, Panhard, Maurice, Farman, France; 12, Panhard, Cissac, France; 13, Motobloc, Courtode, France; 14, Motobloc, Pierron, France; 15, Motobloc, Garcet, France; 16, Mercedes, Poege, Germany; 17, Mercedes, Salzer, Germany; 19, Lorraine-Dietrich, Minoia, Germany; 20, Lorraine-Dietrich, Rougier, Germany; 19, Lorraine-Dietrich, Rougier, Germany; 20, Lorraine, Marcel and Wagner, Winner of two Bennet up and Wagner, Winner of the American team, order: Motobloc, Renault, Lorraine-Dietrich, Benz, Fiat, Brasier, Porthos, Opel, Bay-

the Grand Prix race last year with a Fiat.

The Automobile Club of Delaware county, Pa., which has been organized for less than two years, has made itself famous for the practical manner it has taken hold of affairs that interest motorists in that county. It was started with a charter membership of forty-eight, which had grown to 110 last April and now there are almost 200 members in the club. Its two principal lines of endeavor are work for improved highways and the suppression of scorchers. The officers and members of the club have been engaged for some time in raising a fund to assist the Supervisors of Springfield township to repair the old Baltimore pike. The club has recently informed the Supervisors that it has raised \$1,000, which the club will turn over to the Supervisors as soon as work is started on the road. This year the club's donations for road repairs have amounted to nearly \$1,200. The club has recently mailed to every Supervisor, commissioner and Borough Council in the county a textbook on the construction and maintenance of roads, with a letter calling attention to the regulation which requires that stone must not be placed on the roads and left for vehicles to throw about they are liable to prosecution under the loose stone law.

A majority of the speakers at the good roads

In charging the July Grand Jury in Brooklyn yesterday Judge Dike of the County Court made no direct references to the matter of racetrack gambling, but that is believed to be one of the "important subjects" which he said were to be brought to their attention. Acting District Attorney Elder said:

"I will not call the attention of the Grand Jury to arrests made at the racetracks until to-morrow, when I will discuss the matter with them. Further than this I refuse to have anything to say."

It is expected that Schuyler Parsons of the Jockey Club, James Fitzgerald of the Brighton Beach Racing Association and Jury by Mr. Elder.

The racetrack investigation will probably last through the week.

CITY PAID DOUBLE FOR LAND

W. S. HURLEY SOLD IT ITS BARGAIN POLICE FARM.

Metz Suspends His Appraiser, Thomas F.
Byrnes, After an inquiry into the Transaction-Hurley Lent \$10,000 to Color
and Borrowed 85,000 From O'Keeffe.

Thomas F. Byrnes, a real estate appraiser
completion of an investigation bythe Commissioners of Accounts into the
purchase of a farm in Flushing not far from
Kiassan Fark for the Police Department
to use in caring for disabled hores. The
suspension came as a result of testimony
taken by the Commissioners of Accounts which indicated that Byrnes persuaded the
city to purchase the property in December
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which indicated that Byrnes persuaded the
city to purchase of the former Rapid
Transit Commissioners of Accounts Mynth Mynt

The following motorists have made application for active membership in the New Jersey Automobile and Motor Club at Newark: Dr. Robert J. Donnelly, D. J. Feiner, Dr. Sanford Ferris, J. R. Francisco, E. W. Heler, Gordon E. M. usert. Sol Maybaum, F. P. Merkel, J. M. Miller, Jacob Rummell, Herman-Schaeffer, Dr. Jacob Simonson, Dr. B. H. B. Sleght. F. D. Stoutenburgh, E. M. Stirling, Harrison Van Duyne and F. B. Waibel, all of Newark; W. J. Andrus, E. D. Birkholz, J. C. French, O. A. Goedecke, G. T. Hatt and R. E. Kirk, all of East Orange; L. M. Von Dohlen, South Orange; W. L. Ticknor and Dr. Henry Wallace, Glen Ridge; J. W. Snow, Orange; J. Dvkers Ni hols, B. nardsville; W. A. Lambert, Nutley: H. H. Rolffes, Weehawken; J. W. Hennion, Paterson; S. C. Craig, Rutherford; M. D. Valentine, Woodbridge; Dr. E. D. Trimmer, High Bridge; L. S. Rose, Madison; H. M. Fallows, Bellville; B. W. Craig, Elizabeth; Jason Rogers, Essex Falls; A. Williams, Summit; A. H. Markwald, Short Hills; T. H. Platt, Jr., Dunellen, The following applications for associate membership have also been m. de: C. J. Schultz, W. B. Price, Louis Schlesinger, C. C. Bacon, all of Newark.

Bacon, all of Newark.

President Weeks of the Automobile Club of Delaware County, Pa., has sent the following letter to members of the organization regarding fast driving on the Chester Pike and other good roads of the county:

"We have agreed to brea't up speeding in the boroughs. In some places we are to furnish signs, others are satisfied with our guarantee that we can stop it by this method: First, a warning letter to all our members; second, that we establish our own traps on an eighteen mile basis and send our officers from place to place and prosecute every man, member or not, who exceeds eighteen miles in the towns. By this plan we can maintain a rational, sane use of the roads through boroughs; otherwise they would hold us to the ten mile limit.

"There are a few men in the county who drive at thirty and upward through towns who are the cause of this trouble and expense to the club, and if caught will deserve to have their licenses revoked. We promise that they will be up against a decidedly different proposition from the usual 'put down the money and walk out' plan when the club prosecutes."

SUPPORT FOR AUTOMOBILE CLUB. International Association Upholds It in Difficulty With A. A. A.

Special Cable Despatch to TE SUN.
DIEPPE, July 6.—After the Grand Prix voiturette race a meeting of the International Association of Recognized Automobile Clubs and George Heath represented the Automobile Club of America. A letter was read from President Roosevelt expressing the hope that the decisions of the meeting would benefit automobilism. Baron Zuylen will reply to the letter through M. Pichon, Minister of Foreign Affairs.

The meeting unanimously confirmed the ecent decision to recognize only the Automo oile Club of America in regard to international contests. Baron Sierstop, one of the German delegates, spoke on behalf of the claims of the Automobile Club of America. Marquis Farrero spoke of a similar difficulty having arisen recently in Italy.

The unanimous decision of the national automobile clubs of Europe to uphold the Automobile Club of American means that the committee of the American Automobile Association has failed in its attempt to secure foreign recognition for that organization.

committee of the American Automobile Association has failed in its attempt to secure foreign recognition for that organization. The committee's full title was "Special Committee on Foreign Affairs' and President Hotchkias recently appointed William K. Vanderbilt, Jr. A. G. Batchelder, S. A. Miles, Jefferson De Mont Thompson and Robert Graves as members of it, with authority to represent the American Automobile Association in Europe. An announcement recently sent out by the A. A. A. said that the foreign affairs committeemen were expected to attend a conference at Ostend, the A. A. A. officials apparently being under the impression that the meeting would be at Ostend instead of at Dieppe.

Well informed motorists had not expected that the International Association of Recognized Automobile Clubs would be very cordial to the A. A. A. recing board, which has adopted conditions for this year's Vanderbilt cup race that are in direct opposition to the conditions governing speed events in Europe this year, adopted at a meeting at Ostend last summer of the world's recognized automobile clubs.

The conditions adopted by the world's recognized automobile clubs.

The conditions regarding weight provide for each cylinder of π four cylinder engine and the Vanderbilt rules place no restriction whatever on the size of engines. The recognized conditions regarding weight provide for a minimum weight of 1,100 kilograms, or 2,424 pounds, while the weight provide a for Lynderbilt cup rules require a car to be constructed entirely of material made in the country it represents, and the recognized conditions make no such provision.

FRENCH AUTOS WIN. Capture First Five Places in Volturette

Race at Dieppe. Special Cable Despatch to THE SUN. DIRPPE, France, July 6.-The Grand Prix ace for voiturettes, including all machines weighing less than 600 kilogrammes, was won this afternoon by a two-cylinder car entered by Delage, with Guyot for driver. His time for the race was 5 hours 45 minutes 30 seconds, an average speed of fifty and

one-third miles per hour. Second place went to one of the three single cylinder cars entered by the firm of Sizaire et Naudin, with M. Naudin driving. His time was 5 hours 52 minutes 6 seconds. Third place was taken by another French entry, the Lion-Peugot with Goux for driver, which was four minutes behind the Sizalre

which was four minutes behind the Sizaire car. This car was also a single cylinder machine.

Another Lion-Peugeot, driven by Dugernoy, finished fourth and fifth place was taken by a Delage, driven by Thomas. All five cars were coulpped with Michelin tires. The Regularity cup was won by the makers of the Delage cars.

Of the sixty-four entries in the race, only forty-seven started, seventeen being scratched for various reasons. Forty of the starters were French, three Italian and three Swiss.

Five of the starters failed to complete the first round, and apparently the State roads forming the circuit were not in the best of condition for fast time. Most of the turnings were in lamentable state.

The attendance was very small and the enthusiasm equally limited. Less than 600 persons were scated in the new stands, which are capable of holding about ten times that number.

Two accidents were reported on the course

are capable of horning about the number.

Two accidents were reported on the course and neither of these had serious results. Both were collisions at turns. The wireless installation, of which so much was expected in the way of prompt reports from the various stations along the course, was a failure. Only one of the stations was sending successfully, and the connection with this was only intermittent. It is apparent that the course will be badly out up for the Grand Prix race to-morrow, and several of the contestants believe that it will be more of a tire contest than anything

Lexingten Turf Notes.

Lexington, July 6.—The orphan foal of Ida Pickwick, which Manager Snyder of Hamburg Place is raising by hand, is doing well and is one of the best looking individuals at Hamburg Place. The youngster is by Migraine and was foaled last February, his dam dying a few days afterward. This cold if he reaches maturity will after his racing career is ended be placed in the stud at Hamburg Place.

There are but four stallions whose get have won over \$50,000 / his season. They are Commando, Sain, Hastings and Ogden. Of this number two are imported, while Commando and Hastings were loaded in Kantucky on the



full portion of the good things

All through the stock of

of a price revision as that which has brought so many men's Summer mixture suits from higher prices down to \$25, \$20, or even less.

This is the weather when

"Lusitania"

Three Breadway Stores. 842 Warren st. 13th st.

Please note change of uptown store from 32nd St. to N. E. corner 34th St.

THE MIMIC WORLD CASINO Three Twins FIELDS: HERALD SQ.
Rvs. 8:15. Mat. Sat. 2:15.

MATINEE TO-MORROW, 2:15.

ROOF victoria Theatre. (Roof Bill.)
BERNARDI (Lightning Changes), Gertrude Hoffmann, Horace Goldin, Col. Fred (Horse with Human Brain), Abbie Mitchell & Co. of 25 and 10 others,

Free Entrance Ev. Sat. & Sun. On July 10
HAPPYLAND Merry Widow Night, connected with Amateurs. W.
SOUTH BEACH, July 6, St. Clair Bros., Trapeze,
STATEN ISLAND. also De Renzo & La Due. ASTOR Eve. 8:80. Mats. 7th MONTH Coolest Theatre in New York Drama PAID IN FULL

A BRACING SAIL UP THE HUSSON With fine Concerts on Day Liners, leaving W. 42nd St. 9 and 10 A. M. and 2 P. M. Afternoon Excursion to West Point.

Free Vandeville in Ballroom Every Evg. Dramland Admission Free Except SATURDAY & SUNDAY FREE SHOWS Miss Francis and her Dariag Horse Dive from the Tower 4 Times Daily. Wm. H. Reynolds, President. Take Iron St'boats.

LUNA Harlem to Luns in 55 minutes.
The subway takes you to Atlantic Ave., B'kiyn, then transfer to the Sea Beach Express.

Manhattan's Pioneer Auto Establishment
OUR CARIS SELL QUICKLY.
Public know where "Good as new Automobiles"
can be bought, giving us best business. Elght
years experience teaches us to let competitors sell
"Lemons."
1907 Oldsmobile Speedsters, complete, \$1,475;
1907 Cleveland Speedsters, \$1,400; 1906-1907 Rainlers
(Touring Runabouts), \$1,150 to \$1,000; "35" Locomobile, \$950; "2832" Mercedes, \$2,600; Hotchkiles,
\$900: Lozier, 1907, nearly new, \$2,600; Jackson, "30,
\$460; Gilide, \$575; Thomas, 1907, \$1,500 Pope-Toledos,
"40"-"50", \$400-\$850; Pope-Hartfords, 1906, 1907,
\$550-\$700; Pope-Tribune, side entrance, like new,
\$900-\$350; Autocars, \$148, \$200, \$400; Stoddard-Dayton Speedster, 1907, \$450; Panhard Town Car, \$2,000;
Columbia "24," \$450; Ford Runabout, complete,
like new, \$500; 1909-1907-Maxwells, \$475-\$650; Oldsmobile Touring, \$450; Ford Runabout, complete,
like new, \$500; 1909-1907-Maxwells, \$475-\$650; Oldsmobile Touring, \$560; 500 other very unusual
copportunities. Demonstrations cheerfully given.

style in Limousines, Landaulettes, Taxicabs, Touring or Bunabouts. Now's the time to buy CLOSED CARS for fall use to have when wanted. Broadway Mammoth Automobile Exchange, 239 to 245 West 56th st., near Broadway. USED RAINIERS—Models of 1908 and 1907 taken in exchange for this season's 50 h. p. car. Have been put in perfect order at the Rainier factory, made as good as new in appearance, and will be guaranteed free of repairs for liberal periods, based upon actual condition and seiling price. A Rainier bought direct from the maker under these conditions will prove the most satisfactory car and the best bargain in the market. Touring Cars, Runabouts and Limousines. Prices \$1,800 to \$2,700. Ready for road demonstration. Salesroom, Broadway and 56th st., New York.

TIMES SQ. AUTO CO. 1599-1601 B'WAY Automobiles in the Watch Our Announcements in Sunday Papers.

farms where they later did stud service. Commando is still in the lead with \$81,115, while imp. Sain has been displaced by imp. Ogden, who is running a close second with over \$74,930 to his credit. Sain now occupies third place with \$65,892, while Hastings is fourth with \$54,765. Colin is still the targest money winner of the season, with Jack Atkin second, Ballot third and Celt fourth.



The boys, too, have their which this season's markdowns

boys' double-breasted and Norfolk suits, substantial savings can now be had, especially among the higher priced suits, which are all down now to \$12.50.

In short, it's the same sort

the "Arrow" hits the bullseye with the new Summer collar.

Two for a quarter.

ROGERS, PEET & COMPANY.

Clyde Fitch's Great Comedy. DALY'S GIRLS B'way & 30th. Evgs. 8:16

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The MERRY-HAYMOND HITCHCOCK
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AUTOS: Best Cars, GOOD, CHEAP

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PIERCE '07 80 with '08 improvements.

Also one '07 45 and an '06 30. We are State agents for the Pierce. ELLIS MOTOR CAR CO., 222 Halsey st., Newark. U.S. METAL POLISH Indispensable in Every Household, 3 oz. Box 16c. At Your Dealers or Geo. W. Hoffman. 1 Park Row, N. Y. City.

MICHELIN usual in the WINS GRAND PRIX

AUTOMOBILES.

of the Automobile Club of France, VOITURETTE RACE OVER DIEPPE COURSE.

FIRST, Delage Car, driven by Gugot, Michelin Tires as usual.

SECOND, Sizaire-Naudin, driven by M. Naudin, Michelin Tires as usual.

THIRD, Lion Car, driven by Goux. Michelin Tires as usual.

FOURTH, Lion Car, driven by Durgerney, Michelin Tires as usual.

FIFTH, Delage Car, driven by Thomas, Michelin Tires as usual.

Michelin tires were on eight of the first ten cars to finish in this race, the world's greatest motor contest of the year, for small cars. This again demonstrates Michelin superiority and continues our victories in the Elkwood Park meet, the Targo Florio, Briarcliff, Savannah Ormond and Jamaica, where Michelins made possible the establishing of more than one new World's Record.

AT ELKWOOD PARK, JULY 4TH,

the most important of all the motor meets held on this holiday, Michelins made a clean sweep in the three important events. The Isotta which won the 100 mile race was equipped with Michelins as was the Allan Kingston which won the 50 mile and the 5 mile races. The Allan Kingston used the same set of Michelin tires in these two victories as well as in the 100 mile race, in which it finished second, and had no tire trouble of any kind in spite of the triple

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Mr. F. B. Stearns, President of the F. B. Stearns Co., in a personal letter to a leading Chicago manager, says:

Factory, Jeannette, Pa-

up so well that I am most wethusiastic over these tires. "You know that it is a pretty ticklish thing to recommend tires to anybody, but I think you can well afford to recommend Pennsylvania Tires. I have used several sets besides those used on the racing car and they have been very satis-

on Frank Leland's car showed

"The Pennsylvania Tires we used in the

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